

# Hartsfield-Jackson Atlanta International Airport Airport Noise Compatibility/Mitigation Program

## H-JAIA Noise Compatibility/Mitigation Program – Federal Aviation Regulation Part 150 Study

Federal Aviation Regulation (F.A.R.) Part 150 studies are voluntary. Airport operators who choose to undertake a Part 150 Study do so to evaluate the potential to reduce aircraft noise exposure in the vicinity of an airport. There are two main products resulting from such a study.

- Noise Exposure Maps (NEMs)
- A Noise Compatibility Program (NCP)

NEMs are prepared for the existing condition and for a future condition using the FAA's Integrated Noise Model (INM). Use of the INM also allows airport operators to:

- Assess changes in the noise environment that could result from:
  - 1) new or extended runways or taxiways or
  - 2) new runway or taxiway configurations
- Evaluate operational procedures

NCPs provide a menu of actions that the FAA, airport operators, airlines using the airport, and communities in the vicinity of an airport can perform to reduce aircraft noise exposure. These actions can include measures such as:

- Preferential runway use
- Land acquisition and relocation
- Acoustical Treatment also known as Noise Insulation
- Area Navigation (RNAV)
- Overlay zones that limit the potential for land uses to be approved in the vicinity of an airport that are incompatible with aircraft noise
- Changes to other airport operational procedures

The City of Atlanta/Department of Aviation (DOA) completed a F.A.R. Part 150 Study for Hartsfield-Jackson Atlanta International Airport. The F.A.R. Part 150 Study, along with the additional documents below related to the study, can be downloaded from the site for your review.

- **Final FAA Approval/ Record of Decision**
- **Final Noise Exposure Maps Report (March 21, 2007)**
- **Exhibit 3-6 Noise Contours – 2007**
- **Exhibit 4-1 Noise Contours – 2012**
- **Noise Compatibility Program Report**
- **Public Participation Program**